

## INTERBOROUGH TO SUBMIT NEW OFFER

Few Expect That Required Modifications Will Be Conceded.

### NO FORMAL DEMANDS MADE

New Turn Postpones Conference Committee's Report, Which Will Be Ready on May 18.

The Interborough Rapid Transit Company will submit an amended subway offer to the Public Service Commission and the conference committee of the Board of Estimate on Tuesday. As the representatives of the city, who think highly of the Brooklyn Rapid Transit Company, did not want to place themselves in the position of being obliged to accept the Interborough's offer, in case certain modifications should be made, they presented no formal demands to the representatives of that company.

In a conference, attended by August Belmont, Andrew Freedman, Theodore Shantz and E. J. F. Gaynor, auditor, as representatives of the Interborough, Borough President McAneny went over the modifications of the Interborough offer that have been considered from time to time in the negotiations. They were told, in substance: "Now you have a pretty clear idea of what the city would like to have in the way of a subway proposition. Please go and send us the best offer you can next Tuesday."

Although some of the city's representatives hope that the Interborough will make material concessions, others are not so confident that enough modifications of the important terms will be made as would make it acceptable to the city. Following the receipt of the amended offer of the Interborough on Tuesday there will be a conference to discuss it on Wednesday.

#### Interborough in Conference.

As the Interborough representatives who had been in the conference for an hour and a half, were leaving the rooms of the Public Service Commission they met the representatives of the Brooklyn Rapid Transit Company on their way to another conference with the city. With President Williams were Nicholas F. Brady, Walter G. Oakman and J. Horace Harding. Mr. Freedman, of the Interborough, shook hands with Mr. Oakman, of the Brooklyn Rapid Transit, and laughingly said: "Sorry I can't wish you luck in this matter, but I do in everything else."

Chairman Wilcox of the Public Service Commission was obliged to depart early to catch a train for Washington, where he is to make an address before the Woman's Welfare Department of the National Civic Federation to-day. August Belmont, who is also to speak, went on the same train, and it was predicted that the two would have "their heads full of subways" for most of the trip.

The directors of the Interborough met after the conference to decide on the details of their amended proposal. There are two things they must do in order to make their offer acceptable in any degree. They must make some arrangement for an exchange of franchises and they must agree to some equitable division of profits by which the city would not have to pay deficits on outlying lines while the Interborough continued to show away a profit of 18 per cent or more on its present subway lines.

Although it is expected that the Interborough will modify its offer in a number of particulars, in an attempt to meet the Brooklyn Rapid Transit, there were pessimists among those familiar with the negotiations who predicted that the Interborough would never agree to meet the city's desires on the franchise and profit matters.

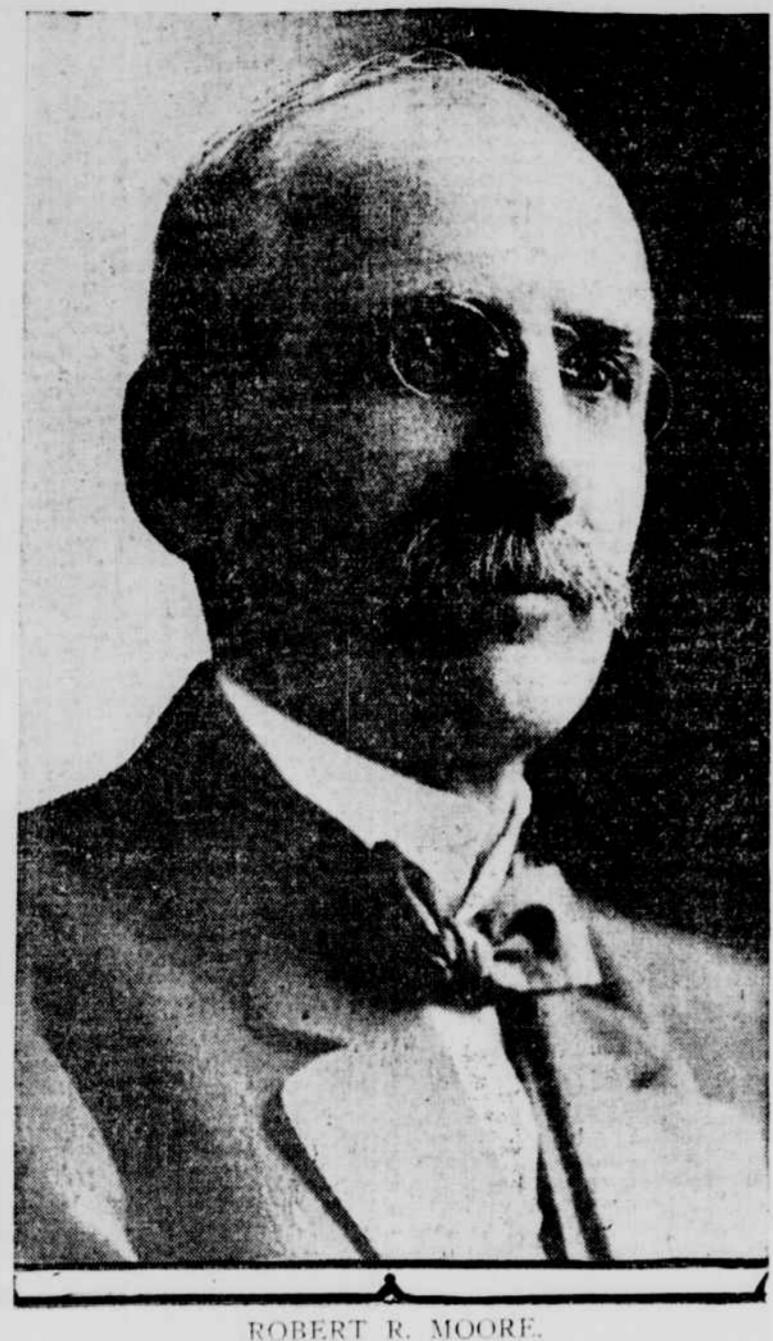
The eleventh hour determination of the Interborough to modify its proposition at all will put off still further the final report of the Board of Estimate. Borough President McAneny had hoped to make it a week from yesterday. Last night, however, he said it would be two weeks. He was sure that he would be ready to report by May 18.

#### May Be Last Conference.

The conference with the representatives of the Brooklyn Rapid Transit lasted from 3:30 o'clock until after 5, when it was adjourned until 11 o'clock this morning. President McAneny said he hoped it would be the final session with that company, but Commissioner McCullough of the Public Service Commission, who was acting chairman in the absence of Chairman Wilcox, said he was not willing to predict that another conference would not have to be held.

In addition to the financial question as to how the elevated properties shall be valued, it was said that there was some difference of opinion as to the order in which the charges against the lines should be taken out of the earnings. There is also a question as to whether some of the proposed new lines shall be elevated or subway. It had seemed probable that the elevated lines would be placed in the proposed system on the basis of the average earnings for the last five years, but it seems that the Brooklyn Rapid Transit has made an objection to this at the last minute.

One of the conferees said that he could not see how the city could accept



ROBERT R. MOORE.

Appointed City Chamberlain to succeed Charles H. Hyde.

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the offer of the Interborough unless it should agree, as the Brooklyn Rapid Transit has done, to operate any future extensions that the city might decide to build, on terms to be laid down at the present time. This was an advantage which might not be much appreciated at this time, he said, but would loom up larger as time went on. It would mean that the haggling that has been going on over subway extension for the last eighteen months would not have to be repeated in the future.

### TO WIDEN MORE STREETS

McAneny Wants Changes in 14th and Lafayette Streets.

Borough President McAneny, who has already done much toward providing better accommodations for street traffic by widening of roadways and the removal of encroachments, introduced in the Board of Estimate yesterday a number of resolutions looking to still further improvements of that character. Hearings were set down for the meeting on May 18.

The next two propositions of the Borough President are:

First—The widening of the roadway of 14th street between Third and Sixth avenues, with a width of 60 feet, and the reduction of the sidewalk area of each side from 30 to 22 feet, involving, incidentally, the removal of encroachments on the sidewalks. Third and Fourth avenues, very few remaining on the blocks between Broadway and Sixth avenue.

Second—The widening of the roadway at Lafayette street between Great Jones street and Prince street from 60 to 70 feet, making this section uniform with the lower part of Lafayette street from Great Jones to Chambers street.

The removal of the encroachments in 14th street would affect a number of theatres including the City and the Dewey.

President McAneny also proposed the removal of all encroachments in Fulton street between Broadway and William street; in Ann street between Park Row and William street, in Long Acre Square between 2d and 3d streets, and on Broadway between 20th and 23d streets. He has in mind bringing up at a later date the removal of encroachments in Park Row between Broadway and Spruce street, and on Fifth avenue between 2d street and Washington square.

UNITED WIRELESS SECRETS

Officials Refused to Answer Questions, Says a Witness.

A man intrusted with the preparation of glowing literature for a stock selling concern had no right to question the accuracy of the statements furnished to him, and in demanding an explanation committed an act of impertinence. This was the stand taken yesterday by the officials of the United Wireless Telegraph Company, who are on trial in the United States Circuit Court, Roland E. Resimus, of Chicago, testified that he had been a selling agent and later had taken charge of the department of the United Wireless, where the circulars were prepared. In December, 1906, he had asked Frank X. Butler, counsel and director, who was responsible for the statement in the company's literature that the yearly receipts of the United Wireless amounted to \$100,000.

"Mr. Butler told me that my question was impertinent," said Resimus, "and refused to answer."

Resimus also testified that Butler told him Christopher C. Wilson, president of the United Wireless, was selling his own stock, although it was stated in the literature of the company that the stock held by its officers had been made non-transferrable.

Arthur S. Marks testified that from July, 1905, to December, 1906, the following profits had been delivered by the selling agency: Frank X. Butler, S. S. Fogart and C. C. Gaithaus, \$8,315 each; C. C. Wilson, \$7,187, and his son, R. J. Wilson, \$1,125. The stock sold by the agency to twenty-eight thousand persons had been made non-transferrable, so as to prevent the flooding of the market and to secure its control by the agency.

W. Bourke Cockran, as counsel for Butler, tried to get the witness to admit that the selling agency was absolutely necessary. "Could United Wireless stock be sold without the aid of this agency?" he asked.

"Yes, sir," was the unexpected answer.

### MOORE, CITY CHAMBERLAIN

Appointed to Succeed Hyde, but

Not Yet Ready for Office.

As forecasted in The Tribune yesterday, Mayor Gaynor at noon announced the appointment of Robert R. Moore as City Chamberlain in place of Charles H. Hyde. He was sworn in by the Mayor, but will not assume the duties of his office until he has arranged for his bond, which will take some days. Mr. Moore called at the City Chamberlain's office to inquire for Mr. Hyde before noon, but gave no intimation that he was to receive the appointment. He did not return yesterday. In the meantime Harry Walsh is acting as City Chamberlain and arranging an inventory of the assets of the office, so that the incoming Chamberlain will know where he stands.

Arrangements for the required \$300,000 bond cannot be made in a minute, and the bonding companies get a good fee for such sureties. When Mr. Moore has got his bond prepared, and it has been approved by Controller Prendergast, as required by law, Mr. Hyde will sit down with his successor and go over the accounts to see what preparations are in hand. Including the court funds, which are invested in mortgages, Mr. Moore will have to receipt for about \$2,000,000 to Mr. Hyde. A balance sheet of the money in bank will have to be drawn, but that cannot be done until the last minute, as the balances are constantly being shifted, increased, and drawn upon. It will probably be some day next week before the new Chamberlain takes up his duties.

Third—the completion at the earliest moment consistent with sound construction of the work of enlarging the state canal and of providing ample terminals for the thousands of vessels which are to navigate these waterways.

I am pleased to learn that your Chamber is true to its highest duty as guardian of the interests of this great nation which has been born of the trade and commerce of our country, has taken action to meet the prosperity of our city and state," he said.

The Governor highly commended the work of the Chamber of Commerce for the uplift of the city and state during its nearly a century and a half of existence. Said he:

To my mind three things are vital to the continued prosperity of the city of New York and upon the prosperity of the city of New York depends to a large degree the prosperity of our country.

The Governor's development of the terminal facilities of the Port of New York, so as to make it adequate in every detail to the requirements of modern commerce, which is constantly expanding, and so reasonable in its charges as to reduce to the minimum the costs of distributing to consumers the products of soil and industry.

Second—the removal of differential rail road rates discriminating against this city in favor of rival ports on the Atlantic seaboard.

Third—the completion at the earliest

moment consistent with sound construction of the work of enlarging the state canal and of providing ample terminals for the thousands of vessels which are to navigate these waterways.

Acting on the suggestion of the Chamber, he said, he had appointed a commission to act in conjunction with a similar commission appointed by the Governor of New Jersey, to study the problem and recommend a plan that shall be satisfactory to the authorities of both states and to the authorities of the United States, to meet the requirements of international commerce, which is year after year calling for steamers of bigger dimensions, and which constantly demands more scientific methods for the handling of freight.

The Governor said that while the War Department had permitted the lengthening of the North River piers to accommodate some of the colossal ocean liners, that was only temporary, and a large plan of port improvement would have to be worked out to meet the requirements of international commerce, which is constantly expanding, and so reasonable in its charges as to reduce to the minimum the costs of distributing to consumers the products of soil and industry.

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